FEB 14

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VII. NO. 7. CLEVELAND, O. FEBRUARY 12, 1885. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

John Sweeney, last season mate on the Fairbanks will go as mate on the Onoko the next season.

Captain S. D. Goodell, inspector for the underwriter's register has finished his labors at this port.

Local inspector T. Fitzpatrick has taken advantage of a leave of absence to visit the world's exposition at New Orleans.

Gustave Gey, who was last season second engineer of the steamer Fairbanks has been made chief of the same boat for the coming season.

Messrs. Bradley will put new upper deck on the propeller S. Chamberlain and some minor necessary repairs, and new decks on the schooner John Martin.

Malcolme Jamison, last year chief of the Fairbanks, will go this season as chief engineer of Morley Bros. new propeller now being completed at Marine City.

It is possible that the fine propellers recently received by the Detroit Drydock Co. will be again turned over to the Ogdensburg & Lake Champlain railroad line if satisfactory arrangments can be made, although the question has not yet been definitely settled.

The sale of the schooner General Franz Siegel to the Chilson Bros., of Lorain O., which was rumored last week, has fallen through, the cause being one or two old mortgages which have never been cancelled but which probably would never have affected the title.

At the annual meeting of the Globe Shipbuilding Company, held last Saturday, the following officers were elected for the ensuing term: H. D. Coffinberry, president; J. F. Pankhurst, vice-president; Robert Wallace, secretary; John B. Cowle, treasurer; J. F. Pankhurst, designing engineer; J. H. Smith, superintendent.

At a meeting of the stockholders of the Cleveland City Forge & Iron Company Monday the following officers were elected: R. H. Herman, president; L. M. Coe, vice president and general manager: G. F. Ely, secretary and treasurer; A. M. Herman, L. M. Coe, R. H. Herman, G. F. and R. A. Herman, directors.

Ex-City Civil Engineer Morse has been asked to appear before the board of improvements to state whether the claim of Captain Sims, the owner of the tug Ida Sims, is just. The boat was employed by Mr. Morse during the flood of 1883, and her owner now claims $135 for four and one half days' service at that time. He states that the price agreed upon was $30 per day.

The admiralty case, caused by the collision of the schooner Sunrise and the barge Edward Kelley in the St. Clair river, was submitted to the United States circuit court, Judge Baxter. The Sunrise was anchored in the river, when the steambarge Oscar Townsend, with the Kelley in tow, came down. The anchored vessel was run into by the Kelley, and the owner of the former, William McGill, sued the Townsend for damages sustained to the amount of about $2,500. Judge Baxter took the case under advisement.

The marine engineers of the Cleveland association gave Mr. and Mrs. William Seaman a pleasurable surprise last Friday evening at their home, 302 Clinton street, the occasion being their wooden wedding anniversary. The presents, which consisted of a marble top table and two rocking chairs, were elegant; and the little one was made happy by a doll and cradle. The guests, about twenty-five couples, partook of a well furnished supper after which music and dancing ruled the hour.

CHICAGO.

Special to the Marine Record.

The Continental Fire and Marine Insurance Company will not join the pool this year.

The Canadian canal schooner Taylor, laid up at Port Huron, has been sold to Mr. Kelsey, of Detroit; consideration, $1,600.

Martin McNulty has received a letter from Captain Louis Sterling, who is at New Orleans to recruit his health. He is enjoying the excellent climate, and his health is greatly improved. He says the men on the vessels there are running around barefoot. He met Captain David Dall, and several other vessel men from Chicago, Milwaukee, etc., who are also taking some enjoyment at New Orleans.

Captain P. Finn, vessel agent, has gone to Oswego. He will visit several other lake ports on his return journey, looking up vessel business.

The Vessel Owners' Towing Company's tug A. A. Carpenter and the Union Tug Company's tug Tom Brown towed the propeller Peerless from the Lake Michigan & Lake Superior Company's dock to the Chicago Drydock Company's west side dock on Friday last. The Peerless will undergo a thorough overhauling and all necessary repairs will be made.

Captain Rossman, of the Goodrich Company's propeller Menominee, has gone to visit the exposition at New Orleans.

Beckwith & Fleming, vessel agents, sold the propeller Roanoke to J. E. and W. F. Botsford, of Port Huron; consideration, $18,500. The Roanoke formerly belonged to the Commercial Line, of Buffalo. She classes A2 and will carry 1,100 tons. She is laid up at this port and will have a thorough overhauling in one of our drydocks. She will also receive a new steel boiler and a new wheel, and her engine will have a thorough overhauling.

The Goodrich Company's propeller Depere arrived on the 6th, from Manitowoc. She has been delayed several days at this port, in consequence of the heavy ice off the harbor. She will, if possible, depart for Manitowoc to-day, (Tuesday.)

Beckwith & Fleming have sent Captain Blackburn, wrecking master, and Rosel Downer, diver, to make an examination of a schooner laden with 765 tons of anthracite coal, sunk at Eads' jetty, about eighty miles from New Orleans. If their examination proves her to be worth raising wrecking appliances will be sent from this port to accomplish the work.

J. S. Dunham's tug T. T. Morford went last week and pumped the sand and clay out of the new water works crib, off Hyde Park. Clay is rather a curious substance to pump at, but J. S. Dunham's splendid centrifugal pump accomplishes it without any difficulty.

The steambarge Isaac May and the three barges, her consorts, have been chartered to Mr. Moffatt, Port Huron, for two years at $6,000 per year, and should he, at the expiration of that time, wish to purchase them, the purchase money is to be $35,000, the $12,000 paid for the two years' chartering to be a portion of the purchase money. The I. May will carry 600,000, and each of her consorts 550,000 feet of lumber. T. W.

MILWAUKEE.

Special to the Marine Record.

The waterworks pipe froze up at the end in the lake, and the tug John Evenson was sent out by the city engineers to attach a steam hose to the pipe and thaw it out again, as the water in the reservoir was getting low, and it was necessary to make haste or the city of Milwaukee would be without water. The tug had a hard time to reach the water works pier, on account of the ice, and after four hours' work succeeded in freeing the ice from the mouth of the pipe.

A dispatch from Waso, Wis., Jan. 6th, says Captain Harmon Ollaf, of Milwaukee, was instantly killed at his new saw mill today. Captain Ollaf has been captain and half owner of the fishing tug G. R. Green, and last fall sold out his interest in the tug and bought about $4,500 worth of machinery and started for Waso, where he had eighty-eight acres of timber land, intending to start a saw mill and make Waso his home. He leaves a wife and family of small children.

The new boiler for the United States steamer Andrew Johnson was put in her on last Monday.

The tug John Evenson towed the schooner Moonlight from Smith's elevator to Buffalo street bridge, on Friday last. The schooner has been loaded for some time, but owing to the severe cold weather, has laid at the elevator.

Barge Alta was towed down to Smith's elevator and the San Deigo to the St. Paul A elevator. The ice was so thick that the San Diego had to have a channel cut to her by saws.

The propeller Oneida, which has now been fast in a large field of floating ice for twenty days, was on Monday sighted by the Flint and Pere Marquette line propeller No. 2, Captain Duddleson, in midlake. She is still unable to clear herself. The propellers could only get within a mile of each other, but the mate on the Oneida managed to cross on the ice to the visiting propeller. He reports that the Oneida is nearly out of fuel and using bran and middlings from the cargo in place of coal. A large quantity of flour and pork are included in the cargo, so that the boat's crew will not want for food. The visiting boat left a quantity of provisions, reading matter, etc., on the ice for the Oneida and continued her course to this port.

There is a rumor circulating along the docks stating that Racine, Wis., will have stiff opposition next season among the tugs, as there will be four instead of two, as last season. X. Y.

MT. CLEMENS.

Special to the Marine Record.

Philliph H. Shook, who died last week, was born in Dutchess county New York, in 1847. He came to Mt. Clemens with his father in 1856, and this city was ever afterward his home. 1880 Mr. Shook and W. J. Daley built the barge Virginius at this place, which soon arterward was sold at a handsome profit. The deceased then sold his lumber business and with Mr. Daley built the Virginius, Jr., which was still owned by them at the time of Mr. Shook's death.

Captain William Dulack has bought Captain Sharbnau's shipyard for $1,000. Captain Dulack intends to keep up shipbuilding at this place. G. L.

FRANKFORT.

Special to the Marine Record.

Captain P. J. Kenney of Buffalo, inspector of hulls for the Inland Lloyds, is in Frankfort rating the schooners Una, and Wescott; tugs D. P. Hall, Slyfield, Butler and Jay. Captain Kenney takes in every port on the west Michigan coast, commencing at Michigan City up to St. Ignace and Cheboygan, Michigan. C. B.

GRAND HAVEN.

The propeller Michigan, which has been confined to the harbor here by ice for three weeks, succeeded in getting free on the 9th and with the tug Arctic went in search of the propeller Oneida, which has been in the ice near Muskegon for three weeks. She was found to have broken loose from the ice and was en route for Grand Haven. She reached here in safety. The crew did not suffer greatly, as they had plenty to eat and enough fuel to keep them warm, though the stock of the latter was running low.

DULUTH.

The Herald says there seems to be some trouble over the old City of Winnipeg. Some weeks ago John Kenny took the contract of raising the boat from Joseph Lloyd and L. A. Dauby with the stipulation that a certain sum should be paid him when he got her raised such a distance. Mr. Kenny now claims that he has fulfilled the condition of the contract, but that the other parties have failed to come to time and that he proposes to let the City of Winnipeg down to where he got her. He also wants all who have performed work on her to file their claims while she is above the water's edge. How this will end is not known.

The petition curculated by Captain Alex McDougall for the construction of a lighthouse at Duluth has prevailed with the lighthouse board, and the work will be commenced by the opening of navigation. It will be built on the inner end of the south pier of the canal and will be a third order red and white flash, so as to form a range with the outer end. Thus Duluth will have first class lights to guide the great fleet of vessels that will come to this port. Captain McDougall, who is tireless in his labors for the benefit of this city, deserves the thanks of all concerned.

To show that the improvement of the Sault canal should receive the early attention of the department the fact is demonstrated that over 7,000,000 bushels of wheat will be in store by spring, and that with a fair crop the coming season the shipments from here for 1885 will not fall far below 20,000,000 bushels. This certainty of a corresponding increase in the general business of the northwest, indicates very clearly that the canal will be taxed to its utmost capacity before the shortest limit set by the engineer shall expire.

OSWEGO.

The Times says that the appropriation for Oswego harbor had been agreed upon in the house of representatives at $95,000. It will be remembered by our citizens that the bill as it came from the committee named fifty thousand dollars for the Oswego harbor, and upon Judge Nutting's motion it was increased to ninety-five thousand in the house. This is something like what it should be. Judge Nutting's Oswego constituents will thank, and all his friends congratulate him. If the river and harbor bill passes at all and it doubtless will, this is the amount that will come to Oswego.

MARITIME LAW.

Reported for the Marine Record.

THE BOUNDARY CASE—UNITED STATES VS. MASTER OF THE STEAMER CHIEF JUSTICE WAITE—THE JUDGE'S CHARGE.

Welker, Judge.

Gentlemen:

The defendent is the master of the Chief Justice Waite, a steamer duly licensed, plying between the port of Toledo and the port of Put-in-Bay, and the islands there located, and engaged in carrying passengers and freight from Toledo to the islands and back again.

The plaintiff alleges that at the time stated in the petition, the defendent, as such master, in leaving the port at Toledo, and also in leaving the port in Put-in-Bay, did not comply with the provision of the statutes of the United States by presenting to the collector of the port of departure duplicate manifests of the cargo of his vessel as required to be presented before a departure of his vessel from a port in one collection district to a port in another collection district; alleging that the port of Toledo is in the collection district of Miama, and the port of Put-in-Bay is in the collection district of Sandusky, whereby he became liable to pay certain penalties, for the recovery of which this action is brought

The defendant denies that he violated the provisions of the statute in that respect. He also denies that the port of Put-in-Bay is located in the collection district of Sandusky, and alleges that it is located in the district of Miami, of which Toledo is the port of entry, and that no manifests were required to be presented on leaving either port.

The defendant admits that he left both of said ports as stated in the petition without presenting manifests of the cargo of his vessel. It is not denied that Put-in-Bay and Toledo were ports with collector or deputy collector located at either port.

If, therefore, the port of Put-in-Bay was in the collection district of Sandusky, then the plaintiff is entitled to recover the amount of the penalties claimed; if it was in the district of Miami, then the defendent has not violated the statute, and is entitled to your verdict.

The question of fact for you to determine, therefore, is, was the port of Put-in-Bay in the Sandusky district at the time stated in the petition?

The collection districts of the United States are fixed and defined by acts of Congress, and whether Put-in-Bay is in the district of Sandusky or that of the Miami, must be determined by the legislation of Congress in relation thereto.

In 1805, in relation to these districts, an act of Congress was passed which provided "that all the shores, rivers and waters of Lake Erie, within the jurisdiction of the United States, which lie between the west bank of Vermillion river and the north cape or extremity of Miami bay, etc., including all the waters of the Miami river, shall be a district called the district of Miami," and the president to designate the port of entry, etc., and two ports of delivery.

On the 2d of March, 1811, another act of Congress was passed, dividing this district into two, and it provided that all that part of Miami district lying east of the western cape of Sandusky Bay, shall be a district to be called the district of Sandusky," the President to designate the port of entry, and no ports of delivery provided for.

This enactment left all of the district created in 1805, not embraced in the new one of Sandusky, in the district of Miami, and the districts remained as so created until December, 1873, when Congress passed another act defining these districts, being section 2603 of the Revised Statutes, and which provided:

"First. The district of Miami: To comprise all the waters and shores of Lake Erie within the jurisdiction of the United States, from the western cape of Sandusky bay to the western bank of the Miami river, in which Toledo shall be the port of entry. And the President is authorized to establish two ports of entry in said districts.

"Second, The district of Sandusky: To comprise all the waters and shores of Lake Erie within the jurisdiction of the United States, from the western bank of the Vermillion river to the western cape of Sandusky bay, in which Sandusky shall be the port of entry.

This last act of Congress takes the place of that of 1805 and 1811, and establishes these districts as they were at the time stated in the petition, and when this suit was brought, and controls the questions made in this case.

In both these districts, what is called the "Western cape of Sandusky bay," is made an important landmark in fixing the boundaries of each district. It will therefore be important for you to determine by the evidence, where was the "Western cape of Sandusky bay," in 1873, when this act was passed.

For that purpose proof has been allowed to go to you by witnesses describing the different points of land at the head of the bay, as well as at the outlet; also, evidence as to what point was then and before known and recognized in the navigation of the lakes and bay as the western cape of the bay, as well as the maps and charts published by the Treasury Department of the Government and all of which are entitled to your consideration. The government claims that the "cape" was located at the west end or head of the bay, and the defendant claims the cape, designated in the statutes, was the cape at the north side of the outlet of the bay known as Marblehead.

What is a cape? It is defined in the dictionaries to be a point of land extending into a lake—projecting into the water—a headland—a piece of land jetting into the lake beyond the rest of the coast line—a promontory.

It will be your duty to settle first, whether at the time the act was passed, there was a cape at the west end of the bay as claimed by the Government, and such as would comply with these definitions of a cape. If there was, and it was the western one, and the one intended to be named in the act, then that would fix that part of the description of the boundary. If you should find that there was no such cape there, then ascertain if there are capes of the bay located at the outlet of the bay, as claimed by the defendant. A cape or capes located on either side of the outlet of the bay, and forming a boundry for the bay, would be capes of the Sandusky bay, as described in the acts of Congress.

Then find and determine which of the two capes at the outlet was the western cape, and if you find the point called Marblehead was such western cape, that would be a starting point to ascertain the boundary of the district, so as to determine in which district was located Put-in-Bay port.

In all cases where there is a donbt as to the point designated as a starting point for a boundary, the fair and reasonable intent and purpose of Congress may and should be considered, and should be determined from the surrounding circumstances, and in this case, as affecting commerce and navigation connected therewith.

In defining collection districts it is the policy of the government in cases of small bodies of water, such as rivers and narrow bays, not to divide the jurisdiction of the waters thereof, by locating one side in one district and the other side in another district. This would operate as a great inconvenience in conducting intercourse between the shores of such waters.

If you find that the cape intended and described was the one called Marblehead, then the waters and shores of Lake Erie, within the jurisdiction of the United States, from that point to the west bank of the Miami, would be in the Miami district, and the port of Put-in-Bay would be included in it, lying west or north of that point; and all the shores and waters of Lake Erie east of that point, including all of Sandusky bay and Sandusky river would form the Sandusky district.

If you find the cape intended by Congress to have been located at the west end of the bay, then the question will rise whether all the shores and waters of Lake Erie lying east of a line drawn north from that point to the north jurisdiction of the United States or Canada line, would be included in the Sandusky district, and if so, then the port of Put-in-Bay would be in the Sandusky district.

In the act of 1811, which remained in force until 1873, and under which the business of the district up to that time was conducted by the Government, the Sandusky district was described as all of that part of the Miami district lying east of the western cape of Sandusky Bay. This would include the shores, rivers and waters of Lake Erie, to the Canada line lying east of a north line from that point, wherever it might be.

But the statute of 1873, very materially changes the description contained in the act of 1811, and provides that all the waters and shores of Lake Erie from the western cape of Sandusky bay to the western bank of the Miami river, shall be the Miami district.

This, then, seems to adopt lines from one point to another, and means continuous shores from the starting point to the terminal point, and does not adopt a line north across the peninsula to the waters of the lake, and thence to the Canada line, as the western boundary of the Sandusky district. And if you determine that the western cape intended to be described in the act of Congress was at the western end of the lake, I direct you that under the statute the boundary of the Miami district would be from said point along the northern shore of the bay to Marblehead, and along the shores to the western bank of the Miami, following shore lines, and which would include the Miami river and both of its shores, and that such a line would give the Miami district jurisdiction on the north side of the bay, and all the waters of Lake Erie north of Marblehead, and thus divide the jurisdiction of Sandusky bay with the Sandusky district.

This result may be considered by you in determining the intent and purpose of Congress in the act of 1873 providing the boundaries of these districts.

Evidence has been allowed to go to you showing the acts and decisions of the Secretary of the Treasury in determining and recognizing the location of Put-in-Bay as in the Sandusky district, and at other points of Lake Erie north of the west end of the bay. It is claimed by the Government that such action and decisions of the Secretary are final and binding on the defendant, which should be enforced by the court.

Up to the act of 1873 these acts were, in my judgment, in accordance with the statutes.

This action and these decisions since the act of 1873 of the Secretary of the Treasury, representing as he does a part of the executive department of the Government, are worthy of great respect, and entitled to great weight in the construction of the statute. To his subordinates they are final, but to others they are not final. To the judicial department, in controverses involving the construction of statutes they are only persuasive, and not conclusive, unless made so by statute. In giving importance to these decisions and acts, it is important to consider all the acts and decisions of the different secretaries in the written decisions as well as the charts that are in evidence before you in relation to the boundaries of these districts.

If you find from the evidence, and under these instructions, that the port of Put-in-Bay was at the time named in the petition in the Sandusky district, then you will find for the plaintiff, and the measure of its recovery would be the penalties named in the petition, put into the aggregate amount—there are five violations.

If you find that the port named was in the Miami district as claimed by the defendant, then your verdict will be for the defendant.

January 14, 1885.

The surface of Lake Superior is about 650 feet above tide, when its bed is 260 feet below tide level. Lake Huron's surface is fifty feet below that of Superior's, and its bed is about on a level with Superior's. The surface of Lake Michigan is 300 feet lower than Lake Huron's, and its bed is sunk a corresponding distance to the level of the other two lakes. Lake Erie's surface is nearly as high as Lake Michigan's, being 565 feet above tide, but its bed is also above tide, being 350 feet higher than the ocean level, consequently its bed is 250 feet higher than those of the lakes above it. Lake Ontario's surface is the lowest of all the great lakes, being less than 500 feet above tide, but its bed is 260 feet below the ocean, or about the same level as Michigan, Huron and Superior.

LIMITATIONS OF FATE.

The teacher was trying to teach the boy something about navigation.

"Now, suppose your father should start to-morrow morning to walk across the river; could he do it?"

"No, sir."

"Of course not," said the teacher much encouraged; "and why not?"

"Because——

"Yes, go on; because——"

"Because he's in jail, sir."—*Yonkers Statesman.*

ANNUAL ELECTIONS.

In accordiance with the laws of Michigan the different joint stock companies engaged in lake navigation held their annual meetings at Detroit the 3d inst. for the election of officers. A few companies failed to meet, and in such cases the officers hold over until the date fixed for the adjourned meeting. Very few changes were made Tuesday. Last season's business was conducted in a manner to call forth little complaint from shareholders:

STAR LINE.

President—Henry Howard, of Port Huron.
Vice President—W. K Muir, of Detroit.
Secretary—A. N. Moffat, of Detroit.
Treasurer—C. A. Ward, of Port Huron.
Directors—The above together with Mark Hopkins, of St. Clair.

WHITE STAR LINE.

President—Geo. McMillan, of Detroit.
Vice-President Henry Howard, of Port Huron.
Treasurer—C. A. Ward, of Port Huron.
Secretary and Manager—A. N. Moffat, of Detroit.
Directors—The above together with W. K. Muir, Mark Hopkins and Wm. Cowie.

WARD'S DETROIT & LAKE SUPERIOR STEAMBOAT COMPANY.

President—W. H. Stevens.
Vice-President—W. L. Barclay.
Secretary—J. V. Moran.
Treasurer and Manager—Eber Ward.
Directors—The above together with Fred T. Moran.

DETROIT & CLEVELAND STEAM NAVIGATION COMPANY.

President—John Owen.
Vice-President and Treasurer—James McMillan.
Secretary and General Manager—David Carter.
Directors—John Owen, Jas. McMillan, J. S. Newbury, Hugh McMillan and David Carter.
This company resolved to increase its capital to $700,000.

MACKINAC TRANSPORTATION COMPANY.

President—James McMillan.
Vice-President—H. B. Ledyard.
Secretary and Treasurer—Hugh McMillan
Superintendant—James McMillan.
Directors—James McMillan, H. R. Ledyard, and O. W. Huggart.

ILLINOIS AND MICHIGAN CANAL.

The Canal Commissioners, Messrs. Calligan, Bent, and Lewis, were at the Sherman House, Chicago, after their usual monthly meeting at Lockport, and are feeling aggrived over statements recently made as to the condition, operations, and capacity of the canal. Concerning this matter they made to a reporter the following statement:

Resolutions were presented by Alderman Dixon in the city Council last Monday, February 2, stating that through lack of dredging the canal is unable to carry off the water pumped into it by the works at Bridgeport; that the resolutions of the legislature under which the pumping works were built require the canal commissioners to take care of 60,000 cabin feet a minute if furnished by the works, which, according to said legislative resolutions, are required to be of that capacity; that the insufficient capacity of dredging, whereby the city has at no time been allowed to work said pumps to their full capacity, and has been prevented from working them at all during a large portion of the time for fear of the water in the canal overflowing its banks; that it is the duty of the commisioners to take care of the flow of water from said pumps by making the capacity of the canal adequate therefor. Thereupon the representatives from Cook county in the General Assembly are requested to bring this matter to the attention of the legislature in order that a suitable appropriation may be made for dredging the canal from Chicago southward.

While the commissioners favor the appropriation asked for, as it would permit a greater amount of needed dredging to be done each year that the revenue of the canal now warrants, they take exception most decidedly to the grounds upon which the appropriation is asked. The facts are that, in the matter of dredging, the canal is in better condition now than it was a few years ago. At no time since the pumping works have been in operation has the canal been unable to carry the entire amount of water pumped, and the canal authorities have never restricted the amount to be pumped. Two dredges were constantly at work last, season, and a lack of dredging has not interferred with the working of the pumps; therefore the statement that during a large portion of the time the works have been prevented from running is wholly unfounded. The ordinary stage is eight feet. This will allow the pumping works to raise the water in the canal four feet. From measurements taken by the canal authorities during each month the average amount of water pumped during the season of navigation at the dates registered has been less than one-half the canal could carry. The legislative resolution under which the pumping works were erected do not provide absolutely that the commissioners shall take care of 60,000 cubic feet of water per minute, if furnished by the pumping works, but shall take care of 60,000 cubic feet or so much as the canal can carry. It has not yet been ascertained whether the

canal can carry the full measure, because the works have never yet pumped anywhere near that amount. The commissioners are anxious that the amount of water pumped should be increased, and there is no warrant or excuse for saying that the working of the pumps has been interfered with in any way by the canal commissioners.

MYSTERIOUS WORK ON THE PROPELLER CITY OF MONTREAL.

Captain Thomas Harbottle, Government inspector of hulls, made a special inspection of the propeller City of Montreal at Owen Sound last month, and discovered what looks very much like an attempt to scuttle her. The City of Montreal ran at various times between Hamilton and Oswego, and between Toronto and Ogdensburg, and very often came to Kingston, but was last summer purchased by ex-Mayor Marks, of Port Arthur, and taken to the upper lakes. Here she was employed for the remainder of the season carrying supplies for the C. P. R. between Port Arthur and other Lake Superior ports, and at its close was laid up in Owen Sound. Although a comparatively sound vessel, the City of Montreal had at different times last season been in a rather leaky condition, and underwent three different inspections during the year. In the course of the last examination Captain Harbottle discovered that in the chain locker beneath the forecastle a portion of the inside sheeting, close to the keelson, had been removed by boring a succession of small auger holes close to the ribs of the vessel thus detaching a portion of one plank about twelve inches in length. After this had been removed, a very large auger had been used and thirteen holes, closely connected with each other, bored about two-thirds of the way through the outside planking, leaving only about three-quarters of an inch in thickness between the water and the chain-locker. The detached portion of the sheeting had then been replaced, and any blow would have let the water into the vessel's hold. The captain who commanded the vessel last year is now in the United States. The City of Montreal was inspected in September last, but no trace of the boring was discovered then.—*Kingston News.*

STRAIGHT CHANNEL COMMITTEE.

Dennison B. Smith, secretary of the Produce Exchange, and a member of the straight channel committee, writes from Washington as follows:

"The river and harbor bill contains two recommendations which load it down, and which a large number of members will attempt to remove from it. One is a recommendation of $300,000 for the Hennepin canal, and the other $750,000 for Galveston harbor, as a commencement of an improvement costing $6,000,000 on a plan corresponding to the plan of the straight channel in Toledo harbor,' as Mr. Willis said in his speech. The great, sharp fight will be on these two measures—to strike them out—but I think the 'omnibus plan' will be adopted. It is feared that the adoption of these measures will put the whole bill in peril with the president. Our measure is safe in the House. I have sent for the remainder of the committee to help us in the Senate. If the committee will sustain me, I intend to urge an increase of $100,000 to our appropriation."

FLOATING BREAKWATER.

At a meeting of the Royal Society of Victoria, held in Melbourne on December 12th, a paper by Dr. Davy, of Malmsbury, on "Floating Breakwaters" was read. The suggested design consists of three parts—a float, a moorage, and a tether. The float may be a log of light wood, or hollow barrel of air, and the moorage with which it is connected by the tether may consist of baskets filled with heavy stones. On the approach of a wave, the float being confined, will be unable to rise with it, and will thus rob the wave of a considerable portion of its bulk, and so reduce the height of the sea. A combination of floats would have all the effect of a solid breakwater, and not cost anything like so much. A short discussion took place on this paper, and it was stated that floating breakwaters were already in use in England, though the principle adopted differed somewhat from that advocated by Dr. Davy. Several speakers expressed the opinion that the strain on the tether would in the case of very high seas be too great to be met by any known system of mooring.

A FRESH WATER SALT.

"Say, boss, will you give an old sailor something to get a bit of grub?" said a weather-beaten fellow, who looked as if a ragman had a mortgage on him.

"So you are a sailor, eh? kindly inquired the philanthropist.

"I used to be, your honor."

"What was the name of the craft on which you chewed hard tack and tarred ropes?"

"I—I forget now."

"How many masts did it have?"

"Didn't have none," uneasily replied the old salt, as he shifted his position.

"Was it square-rigged or schooner-rigged?" persisted the philanthropist, fixing his glittering eye upon the tramp.

"Didn't have no sails," growled the vagrant.

"Then what in the name of all that floats was it?'

"It was a mud scow on the Mississippi, blast your eyes!" yelled the discouraged wretch, as he hitched up his trousers and sloped away with a land-lubber's gait.—*Drake's Traveler's Magazine.*

THE INTER OCEAN.

In 1885 the INTER OCEAN enters upon the fourteenth year of its existence. Given unusual confidence by the people in its early days, it has steadily grown in favor until this day, when the publishers take pride in the fact that the paper goes into more homes and has a greater number of readers than any publication west of the Alleghanies.

From the beginning the INTER OCEAN has stood firmly by the principles of the Republican party, and has, in season and out of season, contended for "protection to American industry." It does not agree with the idea that the mission of the Republican party is finished; on the contrary, it believes that, purified by adversity, it will, in the near future, again rise to the higher planes of thought and action, and be completely restored to the confidence of the American people. The most important agencies in accomplishing this result will be Republican journals. If a reliable, staunch Republican newspaper was important when the republican party was in power, it is doubly so now that the Democracy control the national government.

THE INTER OCEAN will, in the future, as in the past, be the medium through which the best Republican thought will be given to the people. It will voice the convictions of advanced Republicans without being unfair even to Bourbon Democrats. It will be aggressively Republican without being bitterly partizan, and will give as much attention to the affairs of Cleveland's administration as it would have given to the administration of Mr. Blaine had he been elected. With an Associated Press franchise, with special wires reaching to New York and Washington, with special correspondents in all important points of the country, THE INTER OCEAN will use its facilities for collecting news without fear or favor, and so far as governmental affairs or party movements are concerned, will give a fuller record than any other paper.

All the old departments will be continued. The scope of the Woman's Kingdom will be widened so as to take in all the industrial and reform movements in which women are interested and engaged. Our Curiosity Shop, now a standard, will be given greater variety and interest. In the Farm and Home, and other departments, the widest possible range of topics will be discussed.

Of original short stories and serials, the very best by American and English authors will be given during the year. Arrangements have been made to publish, during the year, short stories by Boyeson, Howells, Lathrop, and others, and a new serial by the author of "One Summer," and to publish all these in addition to the serials by Miss Braddon and other English authors.

In every department of news and literature THE INTER OCEAN will make a better record than it ever has done.

TERMS TO MAIL SUBSCRIBERS, POSTPAID.

Daily, including Sunday, per year	$12.00
Daily, excluding Sunday, per year	10.00
Wednesday's edition, with musical supplement, per year	2.00
Saturday's edition, sixteen pages, per year	2.00
Sunday's edition, sixteen pages, per year	2.00
Semi-weekly edition, published Monday and Thursday, per year	2.50
Weekly edition, per year	1.00

For the accommodation of the patrons of the paper, the publisher of THE INTER OCEAN has made some valuable combinations with the weekly edition, viz.:

Weekly Inter Ocean and National Standard Encyclopedia	$1.60
Weekly Inter Ocean and National Standard Dictionary	1.50
Weekly Inter Ocean and Lives of our Presidents	1.60
Weekly Inter Ocean and Popular History of Civil War	1.60
Weekly Inter Ocean and Ladies' Manual	1.35
Weekly Inter Ocean and Mythological Dictionary	1.35
Weekly Inter Ocean and Dictionary of Synonyms	1.35
Weekly Inter Ocean and Usages of Best Society	1.35
Weekly Inter Ocean and What Everyone should Know	1.56
Weekly Inter Ocean and Dr. Danielson's Medical Advisor	1.80
Weekly Inter Ocean and Inter Ocean Watch	3.50
Weekly Inter Ocean and Little Detective Scale	3.00
Weekly Inter Ocean and Family or Union Scale	4-25
Weekly Inter Ocean and Our Curiosity Shop	1.20
Weekly Inter Ocean and Good Cheer	1.25
Weekly Inter Ocean and The Inter Ocean Sewing Machine	18.00

Sample copies of the paper sent on application.

Remittances may be made at our risk, either by draft, express, postoffice order, or registered letter. Money sent in any other way is at the risk of the person sending it. Address

THE INTER OCEAN,
85 Madison street, Chicago.

BUTTS COAL CO.

[LIMITED.]

Only Miners of

BUTTS CANNEL COAL,

and dealers in Gas Coals, Nut Coals, and Steam Coal for Tugs, Barges, etc.

CLARK I. BUTTS,

CLEVELAND, O. General Manager.

WIN more money than at anything else by taking an agency for the best selling book out. Beginners succeed grandly. None fail. Terms free. HALLETT BOOK CO., Portland, Maine.

J. A. OSBORNE,

Attorney, Proctor & Advocate,

ROOM 6, 190 SUPERIOR ST.,

CLEVELAND, OHIO.

ROBERT RAE,

Admiralty and Insurance Law Office,

Room 37, Merchants' building, CHICAGO, ILL.

THOS. WILSON

MANAGING OWNER

Wilson's Transit Line.

Gen. Forwarder. Freight and Vessel Agent.

CLEVELAND, O.

PALMER & BENHAM,

Vessel Owners & Agents,

New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

MOORE and BARTOW,

Ship Brokers and Agents,

No. 101 St. Clair Street, Room 27.
CLEVELAND, - OHIO.

CAPT. D. M. BECKER. CAPT. HENRY BROCK

D. M. BECKER & CO.,

Commercial Brokers and Vessel Agents,

Vessels chartered, purchased and sold; contracts made for coarse and heavy freights.
Lake Superior and Escanaba iron ore charters for single trip or season a specialty.

Office, 130 Water St. Room 14. Coal & iron Ex. Build'g, Telephone No. 953. Cleveland, O.

H. J. WEBB & CO.,

Ship Brokers, Vessel Owners and Agents.

[ESTABLISHED IN 1856.]

H. J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

ARCADE BUILDING, 101 ST. CLAIR ST.,
Cleveland, Ohio.

TELEPHONE { Office, No. 338. Residence, No. 1328.

SCOTT & BERRIMAN.

Fire and Marine Insurance Agents and Vessel Brokers.

Attention also given to the purchase and sale of Iron Ore, Telephone, No. 18.
Office, 130 South Water-St., Cleveland, O.

ALEX McDOUGALL,

VESSEL AGENT AND BROKER,

DULUTH.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

JAMES T. ROSE,

Vessel Agent and Broker,

BOX 1616, DULUTH, MINN.

Late Gen. Ag't for Collingwood Line of Steamers
Special Attention Paid to Chartering Vessels.

A. M. BARNUM,

Vessel Agent and Broker,

15 Exchange St. Buffalo, N. Y.

IF YOU DO NOT RECEIVE MY MONTHLY LIST OF VESSELS FOR SALE, SEND FOR IT

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart.
No. 8, Columbus, Cincinnati & Ind Ex	9:00 A M
No. 23, Gallon & Wheeling Express	6:00 A M
No. 9, Col., Cin., Ind. & St. Louis Ex	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*12 25 P M
No. 27, Gallion & C.L & W. Acc	3:30 P M
No. 29, Massillon & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Ulhricsville & Massillon Ex	8:55 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St, Louis, Ind.. Cin. & Col. Ex	*4:45 P M
No. 22, Gallion Acc	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col, Cin. & N. Y, Express	1:35 A M

Trains marked * daily, all other trains daily except Sunday.

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agent.

CLEVELAND, OHIO.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*1 10 A M	*1 25 A M
No 8, N Y, B & A Express	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation	†8 05 A M	
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Expres		5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*11 55 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via "	*6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 10 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 05 P M	12 50 P M
No 9, Chi Pac Fx via Norwalk	*6 10 P M	*6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:30 a. m, and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect Oct. 6, 1884, and until further notice:

GOING EAST.	LV.	AR	GOING WEST.
A. M.			P. M.
7 50	Chicago		7 50
9 45	Valparaiso		5 42
P. M.			
1 50	Fort Wayne		1 50
2 05	New Haven		1 35
			A. M.
3 56	Leipsic		11 30
4 49	Arcadia		10 34
A. M.			P. M.
6 50	Fostoria		10 22
7 35	Green Springs		9 44
8 15	Bellevue		9 10
10 49		Cleveland Lv.	6 45
P. M.			
12 05	Painesville		
12 58	Ashtabula		
1 42	Conneaut		
2 41	Erie		
4 19	Dunkirk		
5 55		Buffalo Lv.	

GOING EAST.	LV.	AR	GOING WEST.
			P. M.
			8 50
			8 05
			7 35
			6 10
			3 44
			2 51
			2 20
			1 23
			A. M.
			11 24
			A. M.
			9 50

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER, Gen'l Passenger Agent,

LEWIS WILLIAMS, General Manager. Cleveland, O.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

Central or Ninetieth Meridien time, 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

7.20 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 9:10 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 11:25 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 1.14 p. m, Jamestown (Lake Chautauqua) 2.12 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m. Elmira 8:05 p. m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 2:05 p. m.; arriving at New York 6:15 a.m.

7:20 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9..55 a. m., Sharon 10:55 a. m., Sharpsville 11:05 a. m., Pittsburgh 12 45 p m.

2:30 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m., Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:25 a. m.

2:30 p. m. PITTSBURGH, WASHINGTON AND BALTIMORE EXPRESS—Daily—Through without change. Arrives at Youngstown 5:00 p. m., Pittsburg 8:00p. m., Washington 7:09 a. m., Baltimore at 8:19 a. m.

4:00 p. m. MAHONING AOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 7:50 p. m., Sharpsville 8:40 p. m. Daily except Sunday.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland to Hornellsville. Arrive at Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a m, Salamanca at 7.10 a. m., Buffalo 9:20 a. m., Niagara Falls 11.50 a m., Rochester 12:58 p. m., Hornellsville, 11:00 a m., Corning 12:07 p. m, Elmira 12:40 p. m., Binghampton 2:19 p .m., New York 9:10 p. m.

11 00 p. m. PITTSBURGH, WASHINGTON AND BALTIMORE EXPRESS — Wagner Sleeping Coach, Cleveland to Pittsburg without change Arrive at Youngstown at 2:00 a. m., Pittsburgh 5:55 a. m., Washington at 7.30 p m, Baltimore at 8.30 p m.

Trains arrive at Cleveland. 6:20 a. m., 10:08 p. m., 12:50 p. m., and 6.15 p. m.

This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East.

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O. R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L. FOUTS, Passenger Agt, 131 Bank St. Cleveland.

FOR SALE,

A Fine Harbor Tug.

Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,500, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00
Invariably in advance.

Subscriptions will be continued until ordered stopped by a written order, or at the publication office.

The MARINE RECORD can be found for sale by the following news dealers.:

CLEVELAND, OHIO—G F Bowman, corner of Pearl and Detroit, streets.

CHICAGO, ILL.—Joseph Gray, No. 9 West Randolph street.

BUFFALO, N. Y.—C. Rohmer, Michigan stree Swing Bridge.

DULUTH, MINN.—C. F. Johnson, 117 West Superior street.

ESCANABA, MICH.—William Godley.

MANISTEE, MICH.—J. E. Somerville.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES.

Ten cents per line, nonpareil measurement, or $1.20 per inch, each insertion; four weeks $4.00; with a liberal discount on orders amounting to $40.00 or over.

All checks and drafts should be drawn to the order of A. A. Pomeroy.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, FEBRUARY 12.

THE FUTURE OF DULUTH.

The laws of nature are imperative, and wise men anticipate them, although it is not necessarily a very wise man, who, at this day ventures to outline a great future for Duluth, when he marks the location of our great lake cities. Duluth, situated at the head of lake navigation, and pointed out by what seems to be the index finger of Lake Superior as a shipping point for the immense and ever-growing produce of the great northwest, but a small portion of which has as yet been developed, a location that is destined, before the end of the present decade, to realize for her the glory that has been foreseen by her now energetic and active business men in naming her the "Zenith City," evidences the wisdom of her founder. In following the above to a conclusion we find that Chicago, whose harbor facilities are not equal to the accommodation of the vast number of craft that daily enter and clear at that port, is located at the head of Lake Michigan, and is the central point for a vast lake traffic. Detroit, commanding the outlet of lakes Huron and Erie, also occupies a relative position to sustain the above views, and has rapidly grown in wealth and population. Toledo at the head of Lake Erie, and Cleveland, where centers vast quantities of coal and ore, not far removed from the head of the lake, are both great and wealthy cities by virtue of their location; and Buffalo, at the foot of Lake Erie, is an objective point, or point of distribution, via the Erie canal, for the seaboard, for our great system of lake navigation. In their relative positions on Lake Ontario, we find Oswego on the American side and Toronto and Kingston on the Canadian side, all large, growing and prosperous cities by virtue of their lake traffic.

Acknowledging, then, that Duluth occupies a prime place in our lake system, the only obstruction to her unimpeded growth is that of limited or inadequate appropriations for the improvement of her harbor and the canals connecting her with the lower lakes, and which it would be well for the Chamber of Commerce and business men of Duluth to look after. With jealous rivals on every side of her, most of whom enjoy better railway facilities, Duluth's chief stay and support is in her admirable facilities to command the lake trade, which, therefore, may be considered the most important factor to her prosperity and which will never fail, if rightly fostered.

Duluth's present newly organized Chamber of Commerce is taking the necessary measures to bring her up to the position in the commercial world which by right is hers, and which she will occupy with credit to herself and the great consuming public. There has been a studied inclination on the part of the state government of Minnesota, to ignore the importance of Duluth, as a commercial point, in the interest of certain inland towns and to omit, in official reports, the immediate needs of her harbor to accommodate her rapidly growing importance, introducing in lieu thereof confusing reports for the patent purpose of misleading the minds of the great men at Washington, who have these things to pass upon. If Duluth, at the head of navigation, is entitled to any special legislation, or equal consideration with other harbors on the lakes, we insist that the facts should not be smothered, and her Congressmen should make her needs known before the commerce committee and the committee on rivers and harbors. It seems to us that a state government that would deliberately ignore the value and importance of its only lake port in the interest of a few railroad cities, has not the true interest of the people and the welfare of the state at heart and should be rebuked in the great American way. In order to assist in this just cause, not only the people of Duluth, but all interested in lake navigation, we will place before our readers statistics of the commerce of Duluth for the year 1884, in the following table, hoping they will have the result of prompting just recognition of the importance of this young city to the wealth of the country:

Number and class of vessels trading to Duluth.		Registered tonnage of vessels.	No. of men employed.	Valuation of vessels in dollars.
U. S. steamers	112	76,172	1,568	$7,286,000
U. S. sailing vessels	63	37,904	580	2,507,000
Steamers to foreign ports	36	13,054	700	1,244,000
Vessels to foreign ports	11	2.851	100	2,208,000
Total	222	130,471	2,948	$11,245,000

This table shows a business in which 2,957 vessels were engaged in carrying 800,000 tons of freight, valued at $27,000,000, from Duluth, not taking into account at all the number of arrivals of vessels. In contrast to which we place the statistics of the water carriers on the Mississippi and its tributaries trading to St. Paul, one of the cities in whose interest Duluth has been systematically choked or smothered:

Districts and No. of boats in the St. Paul trade.		Registered Tonnage.	Valuation in dollars.
St. Paul district	9	903	$122,000
Galena district	4	1,792	170,000
St. Louis district	4	1,839	180,000
Total	17	4,454	$472,000

The mode of finding the needs of the Minnesota rivers and harbors adopted by that state is reprehensible, that of a board of commissioners, who have attempted to overrule the just and reasonable figures always obtained and improvements recommended by the United States engineer, Major Charles J. Allen, in whose district Duluth, is situated. Under the combined weight of the influences operating against the growth of Duluth, that city, notwithstanding natural advantages and bright prospects, is as much subject to the vicissitudes of the contest for business as less favored cities and must adopt an active and comprehensive policy, support her chamber of commerce in its wise measures, give it a secretary well versed in preparing statistics and in presenting them in a manner that will attract human interest, assist in securing necessary improvements in the canals connecting Lake Superior with the lower lakes, and do everything in her power to bring herself to be recognized by the great cities of the seaboard, and thereby defeat much of the competition to be found in every phase or condition of business, all of which present a great conflict of forces which sturdy determination alone can overcome.

THE inhabitants of Port Stanley, Canada, are making an earnest movement for an appropriation from the Dominion parliament, to construct a harbor of refuge at that port, and certainly there is not another point along that coast where one is more needed. Being about midway distant between the Detroit river and Buffalo, it is here where the force of the heavy gales is most severely felt, resulting, in the past, in a large loss of life and property. Numerous instances might be cited where vessels in great peril would gladly avail themselves of shelter at that port, but dare not venture in, and were compelled to run back to Port Colborne to go upon the beach, or to Buffalo, with possibly a like result. Let Port Stanley have a good harbor, by all means.

GALVESTON HARBOR.

At a meeting of the river and harbor committee on the 5th it was decided to report amendments to the river and harbor appropriation bill eliminating the item which proposed to make Captain Eads consulting engineer for the Mississippi river commission, and to place him in charge of the improvements of Galveston harbor. The amendments will reduce the appropriation proposed from $750,000 to $500,000, and will provide that no part of this sum will be expended until the harbor commission provided for in the bill examine the harbor and make a report to the Secretary of War. Although Captain Eads, in the construction of gunboats to be used on the Mississippi river with his own funds, during the war, and actually owned them while in active service, deserved the thanks of the whole country, it does not follow that the above provisions are necessary. It is possible that the report of the harbor commission has been anticipated. Some criticism had been entered against Captain Eads, reflecting on the propriety of holding two positions of emolument in government employ, therefore the one which insures the least evil has been eliminated. It does not appear, in the report provided for the harbor commission to make, as regards the success or failure of the work in order to insure its rejection by the government. We do not attempt to deny the necessity and value to commerce of the improvement of Galveston harbor, but believe it is being as well done now, under the direction of an engineer of the United States army, as Captain Eads will do it, and much more economically. It is true, the work has been long delayed, but that is on account of the dilatory action of Congress in providing funds for its prosecution, and we are glad to see that a substitute has been moved for the improvement of the harbor, with a recommendation for $50,000, the necessary surveys and plans to be approved by the Secretary of War, and the work to be done in the usual way by the corps of engineers.

WE have heard of bill day in the House of Representatives, but last Tuesday seems to have been insane-day in that august body. One member introduced a bill making appropriations for penal, benevolent and insane institutions, another to authorize a claim against the trustees of an imbecile asylum, one to reeimburse teachers and employes for the loss of wearing apparel in an insane asylum, another to provide for female assistant physicians in insane asylums, another to authorize the payment of expenses of persons appointed to convey insane persons to the asylum, and still another to prevent the soliciting or taking of bribes by presidential electors. Yet among all these chances the reorganized plan for for improving Galveston harbor escaped.

RIVER NAVIGATION NOTES.

Special Correspondence of the Marine Record.

ST. LOUIS, February 9.

This has been a very dull season for steam boating, even duller than the winters generally are. Although St. Louis is not by any means a southern city, yet it is seldom that we pass a year without the river being open a portion of the winter months, while some winters navigation is not suspended at all. However this winter has laid many of the boats up, not that the river has been frozen up at this place this winter but she got pretty heavily gorged with ice on several occasions, causing the vast fleet of steamers to seek protection of some neighboring harbor. Whenever the quicksilver descends to below zero, the steamboat man's nose always turns blue, not from cold but from blueness of his spirits. However the yellow days have returned once more, and all the boats are out, in the trade below here, even the Alton packet which goes north is now making her regular quotidian trips.

For over a year there has not been a steamer sailed from this port to the Red river until Jenkens and Sass loaded the great Dacotah, with eleven hundred and fifty tons of freight for that river. Steamboat men in general presage great results from this temporary revival of a dormant trade, and they look to Captain Hunter Ben Jenkens, as the one to revive the business. The Fanny Lewis, a side wheel steamer built for Missouri river, was sold recently, to H. B. Jenkens, for $1,900. She will be repaired and placed in the Missouri river again, for Jenkens and Sass think that under proper management they can revive the business of this river.

J. H. H.

JETTIED HARBORS—A CORRECTION BY LIEUT. COL. MERRILL.

CINCINNATI, O., February 6.

Editor of the Marine Record:

SIR:—Some one has kindly sent me a copy of your valuable paper of the 5th inst., in which I notice an error that ought to be corrected. Your correspondent, "E," writing from Washington, and commenting on schemes for the improvement of Galveston harbor, states that the army engineers are very much opposed to the use of jetties at Galveston, but that the river and harbor committee think that the jetty system is the best.

This statement is astounding, in view of the well-known fact that the complaint against the government engineer at Galveston is that he has expended a million of dollars in building a submerged jetty extending four miles out into the gulf, and that he has caused only an insignificant deepening of the bar

The theory of the work at Galveston harbor is to contract the inflowing and outflowing tide by a pair of jetties, and to deepen the channel over the bar by the scouring action of the confined currents. One jetty has been built to its full length, though still deficient in height, on account of lack of funds, but as this single jetty has not accomplished the impossibility of confining the tide, by itself, the citizens of Galveston have grown impatient because no more has been accomplished and have condemned *in toto* the plans of the government engineers, and are now besieging Congress to give Captain Eads nearly eight millions of dollars, for what? To build a pair of jetties at Galveston. The government engineers report that they can complete the present jetty to a point above high water, and can build the other jetty for three millions more, but the people refuse to allow this to be done, and are clamorous that the job of doing the same thing in pretty much the same way (his plans are secret, except that he intends to build two jetties,) shall be given to a certain selected engineer at more than twice the estimated cost of completing the plans now in hand. So far from the United States engineers being opposed to the use of jetties, it is notorious that every one of the lake harbors have been improved by their use, and the government is now, and has been for some years, building jetties at Charleston harbor, at the mouth of the St. Johns, at Galveston, at Arkansas Bay, at the mouth of the Brazos, at Pass Cavallo, at Brazos Santiago, and other localities. It is true that several prominent government engineers opposed the use of jetties at the south pass of the Mississippi, on the ground that the locality was unsuitable, on account of the great amount of mud brought down by the river, but it is likewise an unquestioned fact that the president of the first board of engineers that considered the improvement of the mouth of the Mississippi, (Gen. G. J. Barnard,) dissented from the majority report in favor of a canal at Fort St. Phillip, and urged in the strongest terms that jetties should be built at the South Pass. The effect of General Barnard's opposition to the canal project was to cause the whole subject to be referred to a second board, who visited various jettied harbors abroad, and reported almost unanimously in favor of jetties at the South Pass. It was not until after this board had recommended the jetty system that Congress made its contract with Captain Eads.

To speak, therefore, of the corps of engineers being, as a body, opposed to the use of jetties at the South Pass, is not warranted by well-known facts. While there was unquestionably a difference of opinion among individual officers, as to the adaptedness of jetties to this particular locality, there never has been the slightest doubt as to the necessity of using jetties at Galveston bar.

I have, therefore, to request, in justice to the corps of engineers of the army, that you will give this brief communication a place in your columns.

Your obedient servant,

WM. E. MERRILL,
Lieut. Col. Engineers.

As Senator Edmunds says, after counting the electoral votes in joint session of the two houses of Congress: "It appears that Grover Cleveland and Thomas A. Hendricks have been elected president and vice president of the United States."

DOUBLE LIGHTS.

Editor of the Marine Record:

CHICAGO, February 7.

DEAR SIR:—In your last issue of the RECORD, in an article on "double lights" Commissioner Patten is said to speak in favor of one red side light and two green side lights. The principal reason he gives is that it will be a guard against defective vision. I think I express the sentiment of most lake men, when I say two lights on one side and one on the other is no improvement on Senator Bayard's objectionable bill, because, if adopted, there will be plenty of occasions in which one or both of those double lights will be obscured, and it will always be a doubt with us, when among a fleet of vessels, whether the lights we see belong to one or two vessels. As it is at present, lights are generally carried either in the fore rigging, or aft on either quarter, and just as high as they can be got to avoid being carried away, or smothered with water in heavy weather, and at the same time not so high as to have the sails hide the lights from other vessels. They must also be out of the way of swinging booms and flying ropes, be out of the way and easy to get at. Now, take a small, or ordinary, sized vessel that loads deep. Where is she to place double side lights, to comply with the law. Where will we get an ordinary vessel with spread enough to her fore rigging, or side enough out of water, when loaded, to have one colored light twelve feet aft of the other and six feet higher, and have both seen in all weathers in which lights are visible. As lights are regulated by the present excellent law, a place can easily be found on all vessels, large and small, for one light on either side, where it can be protected and be seen at all times. It might as well be understood now that "color-blindness" among lake men exists principally in the imagination of the United States officials. I have sailed eighteen years on the lakes and have never seen a case myself, or heard others speak of being shipmates with anybody that had any difficulty in distinguishing a green or a red light. And I have no hesitation in saying, that if all the persons refused licenses on account of alleged color-blindness were notified to appear before a competent board of examiners and their powers of vision tested in a darkened room, with green and red lamps, which in this case is the proper way, not one in a hundred of them would be found color-blind. This being the case, is it just or safe to annoy ninety-nine men with an uncertain and very unreliable system of side lights for fear one man in a hundred might be color-blind. I know practical lake men will agree with me in saying it looks like trying to avoid an imaginary evil on one side and forcing us in actual danger on the other. We have lights enough now; one good light on each side, in the right place, is better than two uncertain lights any time. I consider the RECORD the proper medium to discuss just such innovations as the double side light question. Let somebody else now take it up.

Yours Truly, J. H.

WORKING SIGNALS.

CHICAGO, February 9.

To the Editor of the Marine Record.

DEAR SIR:—I see in the last RECORD an article by "M." on the need of a uniform code of signals between captains and engineers on steamboats, to guard against mistakes in working engines, and so remedy what M, with reason, deems a prolific cause of accidents in working steamboats in and out of port. Some uniform code of signals should be established. As it is at present, captains and engineers are liable to misunderstand each other. What I consider the principal cause is apparent to any person who will give the matter a moment's thought. The wonder is it has not attracted the attention of the supervising inspectors of steamboats and been remedied long ago. On the majority of boats on the lakes part of the signals for working engines are: One bell, go ahead; two bells, back; some others have two bells, go ahead; one bell, back. And on a few steamers I have heard still different signals to accomplish the same results. A steamboat rarely carries the same officers all season. She may, and often does, have frequent changes of mates and engineers. It is easy to see that a captain or mate who has been in the habit of using one bell to go ahead, may, in changing boats, get with engineers who have been accustomed to two bells to go ahead, or vice versa. Habit is second nature. How easy and natural for men to make an error when working engines with signals different to what they are used to. Which officer of a boat is to blame if a bridge or dock is knocked down, or collisions in crowded harbors take place? The remedy lies with the government, which has wasted so much mistaken zeal on the "hospital book" question, etc. Let it take some exercise on a point of vital interest, and give us only one code of signals as soon as possible. I don't think "M.'s" plan fills the requirement exactly. A steamboat usually has bell or whistle pulls on top of the pilot house, in front of it, on each end of the bridge when she has one, and on the stern. It is hardly possible that an indicator can be placed on all boats in all those different places, on account of the great expense to men of small means. While bells or whistles are used, I think the good old style of one bell, go ahead; two bells, back; three, check; two, full speed, are the best. If it is left to a majority of practical steamboat men, and they decide one way or other, I think owners, captains and engineers will be satisfied and money and reputation saved. The marine department of government that has paid so much and such exclusive attention to the "main beam" and carving of tonnage thereon has been very slack in leaving it optional with everybody to use what signals they choose. Can't you stir them up a little?

Yours truly,

JOHN HILTON.

[*Continued from 1st Page*]

OGDENSBURG.

Captain Murphy, formerly pilot of the United States steamer Michigan, and now on the retired list, is contemplating a visit to his old home in Ireland. The Captain will be absent about three months.

James A. Walsh, has received notice that he has been appointed captain of the steamer Philadelphia of the Anchor line. H. A. Sisson has been appointed captain of the Clarion and Hugh Miller first mate of the Clarion of the same line.

At the annual meeting of the St. Lawrence marine railway company, held at the office of Geo. Hall & Co., Wednesday afternoon the 4th inst., the following officers were elected for the ensuing year. W. L. Proctor, President; Henry C. Deane, Vice-President; John C. Howard, Treasurer; Geo. L. Ryon, Secretary; Geo. Hall and M. S. Lee, Executive committee. The executive committee were authorized to appoint a superintendent. It was voted to put the railway and carriage in condition to haul out any vessel that floats the lakes.—*News.*

KINGSTON.

The News says Mr. Davis, boat builder, is erecting a 45 feet long steamboat for Mr. Becktord of Buckingham, who has a large phosphate mine. The boat will be taken to its destination via the K. &. P., and she will be used in towing barges to and from the phosphate mine.

At the meeting of the council of the Board of Trade at Montreal on Tuesday the question of improving the pilot service of the St. Lawrence will be discussed, and in all probability a petition will be forwarded to Parliament asking for amendments to the present law. The Star says that a member of the council speaking on the subject states that in his opinion the present system of pooling amongst the pilots should be done away with. Many of the present sea pilots were notoriously incompetent on account of age and infirmity, and consequently should be removed from the list.

[We suggest that while this pilotage question will stand a little tinkering the improvement of the lake Ontario end of the great river should also receive special attention.—ED.]

Captain Donnelly & Sons have the contract to raise the steamer Owen Sound, sunk in Lake Superior.

G. Dodds, has the contract for repairing the old boiler of the tug Sherwood to be put in the new tug in course of construction at Deseronto.

AMHERSTBURG.

Captain I. B. Mansfield agent for the Young coal company offers to donate several tons of soft coal to the deserving poor of the town.

DETROIT.

Special Correspondence Marine Record.

Feb. 10.—It is hardly worth the while to make any comments on the weather, as it is apparently here to stay, all weather reports to the contrary. The Detroit river has been a roadway of ice sufficient for the crossing of pedestrians for nearly three weeks, and at the present time teams might cross it with perfect safety, although the venture has not thus far been made. Notwithstanding these difficulties, which have been a serious drawback to the railway steamers, during the month of January 26,000 cars were transferred across the river, which is a remarkable showing, all things considered.

Mention was made in a previous communication, relative to the work laid out on the schooner Thomas P. Sheldon by the Detroit Drydock Co., in which the correct estimate was not given. This was owing to the absence of Captain Parker, the superintendent, when in search of the information, but which was obtained from other sources deemed, at the time, reliable. The gentleman above referred to informed me yesterday that the total outlay was $8,000. Beside thirteen new frames there was much other new work added, of the usual pharaphernalia in ship repairing, so that she is now first-class in every essential particular.

I regret a typographical error in the obituary sent you in my last letter. The deceased's name was Venn, and not Verne, as it appeared.

The amount of grain in store at Detroit at the present time is as follows: Wheat, 926,000 bushels; corn, 51,000 bushels; oats, 13,000 bushels. There has been no call for vessel storage to hold over until spring.

The steamer Idlewild, moored at the foot of Griswold street, was forced from her fastenings by the movements of the ice, last Wednesday night, about fifty feet into the stream, and all efforts to release her have proven futile. She will accordingly have to remain in *statu quo* until milder weather sets in. Meanwhile, by keeping a careful watch over her, she will sustain no injury, Such accidents have not been unfrequent in the past, resulting in much damage by sinking, or otherwise.

Candler Brothers will, in a few days, commence getting their vessels in good shape for the coming season. A considerable outlay will be expended on the steamer Mineral Rock, such as new keelsons, and other work that may be required.

It turns out that during the fire in John C. Goss', sails and outfit of the schooner Acontias were burned sustaining a loss of $1,200, and to Goss about $300. The loft is in running order again.

J. P. Donaldson & Co. shipped to Marine City, yesterday, two anchors for Captain Morley's new steamer, weighing respectively 2,625 and 2,240 pounds, both iron stocks. The next in order will be an Providence Ship windlass, which will probably be put on board and forwarded by first boat, though not yet ordered for delivery. The same firm shipped yesterday, to Bay City, a large quantity of material for Captain James Davidson's new boat, such as oakum, and other articles necessary to hasten its completion.

There are a few skippers in this lattitude who do not clearly read the signs of the times. Otherwise, their prospects for the coming season are apparently among the uncertainties; they are consequently looking around.

The steamer Alaska is receiving a new stem and will need no other repairs. This boat and the Pearl belong to J. P. Clark, Esq., and will doubtless ply on the same route as last season, and in charge of the same commanders.

The steamer Flora has received a new smokestack, and the propeller Nashua has been furnished with some new frames, decks, ceilings, etc., etc., and is about completed.

Contrary to general expectation, no decision was rendered yesterday (Monday) in the Alberta collision case, and, as an official stated yesterday, there is no certainty when it will be rendered.

There has been a consolidation of the White Star Line and Star Line of steamers, consisting of the Idlewild, Milton D. Ward, Saginaw Valley and Evening Star, and hereafter they will be under the sole management of A. N. Moffatt, with headquarters in this city. This movement is a wise one, as it removes all competition in the future.

The tug Bob Hackett was sold the other day to Sol. Wigle, of Leamington; price not stated. There are claims against her which will now be lifted, and hereafter she can go when and where she likes. She was built at Detroit sixteen years ago, and the person after whom she was named, Captain R. J. Hackett, crossed the dark gulf March 3, 1879. She is 162 tons burden, but the registers have no fixed valuation on her.

Malcolm MaLachlan, the popular pilot of the steamer City of Detroit, has left the ranks of the old bachelors and joined the benedicts.

The steamer Hastings is to be sold at Toronto.

The railway steamer Michigan Central was disabled by ice the other day, and was compelled to lay up. Meanwhile the Transfer is running night and day at Malden.

J. W. H.

BENTON HARBOR.

Henry Williams has sold his interest in the Graham & Morton Transportation company and bought from them the propeller City of St. Joseph; price $40,000. The company are repairing the old Skylark, and will run her and the propeller Lora on the route between Benton Harbor, St. Joe, and Chicago.

BIRD'S POINT SAW MILL.

Special Correspondence Marine Record:

CAIRO, ILL., February 9.

Certainly, I am fortunate, for no sooner had I struck this place than I found employment, although the prospects are not very comforting, as I am going to run a saw mill over on "Bird's Point," which is opposite this place, and one of the lonely spots of earth. I did not say so in my last letter, but I was broke in St Louis, and was on the of starting southward in a skiff, after the fashion of Huckleberry Finn, as described by Mark Twain. Captain George Keith saw me, and, rushing up the levee, he told the owner of the Dacotah that a crazy man was rigging a skiff to go to New Orleans in. "Take the fellow down on the Dacotah, George," said H. B. Jenkins, the owner, and later on, when he saw it was I, he instructed Mr. Earle, the clerk, to give me a room. Having met Mr. Alfords, the chief engineer, before, I was in good hands, and when I got off the boat after thirty six hours of voyage, I was $1.80 ahead.

If you see any of the boys from Buffalo please say to them that I may not see them next winter as I am hired for a year

THE SECOND ENGINEER.

TO WHOM IT MAY CONCERN.

We have a silent partner in the schooners Pewaukee and Waukesha, and they must be sold to close up matters; so we have decided on a plan to sell them to the highest bidders. You are requested to make an offer if you wish to buy at your own figures. State the amount, and what proportion of cash, and what time you want on balance, with interest at 7 per cent per annum till paid. This circular will be sent to a number of parties. All bids to be sent to C. J. Magill. No. 4, Board of Trade, Chicago, Ill, and to be opened by that gentleman on the 17th day of February, 1885. The best bid will take either or both of said vessels They rate A2, and outfit is good.

You can find out all about their sails by addressing G. D. Norris & Co., Milwaukee, or Finney Bros., Chicago. The vessels are in good condition and must be sold. Any further information wanted will be supplied by Wolf & Davidson, Milwaukee.

We will also offer the schooner James Mowatt and steamer Jim Sheriffs on the same terms, except in case the highest bid should be lower than a figure we will give Captain C. J. Magill, then in that case we will withdraw them from the market; but the figure given will be less than they can be replaced for, as we wish very much to sell.

The schooner James Mowatt came out new last August; rates A1°, registers 497 tons, carries 1,050 tons of ore, 38,000 bushels of wheat, 700 M. lumber, very stiff, light. The steamer Sheriffs is double-decked, registers 561 tons, rates A1°; engine 32x32 and 21x32, and is a good tower.

Schooner Waukesha is laid up at Erie; schooner Pewaukee is laid up at Chicago; schooner Jas. Mowatt is laid up at Chicago; steamer J. Sheriffs is laid up at Milwaukee.

Respectfully yours,

WOLF & DAVIDSON.

Milwaukee, Jan. 8, 1885.

Mark all envelopes "Proposals for Purchase of Vessels," so that they will not be opened previous to date mentioned.

For Sale or Exchange,

Tug Annie Robertson.

Her length over all is 51 feet, breadth 13 feet and depth of hold 6 feet; draws 5½ feet of water; measures 9 24-100 (new) tons. and 18 24-100 old. Built in 1880 and rebuilt this spring, new deck frames and cabin, and machinery thoroughly overhauled. Engine is 14x14, boiler 8½ feet long and 4 8-12 in diameter and allowed 95 pounds of steam Warranted in No. 1 condition and subject to inspection, Price, $3,300 cash.

Inquire at MARINE RECORD OFFICE.

FOR SALE,

A Fine Harbor Tug.

Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,500, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

AN ANCIENT MARINER.

Written for the Marine Record:

"Did you say you served your apprenticeship in the Arethusa?"

"Yes, I served my time in the Arethusa."

"What age were you when you went to sea?"

"I was sixteen."

"Put down sixteen, Bill."

The scene of this dialogue was the forecastle of a collier brig at anchor in the Thames, the speakers, an old man and three others, scarcely arrived at middle age, one of whom, behind the old seaman, acted as clerk, with a piece of chalk, using the lid of his own chest for a desk.

"I served five years," said the old man, "then I stopped by her another three. I was eight years in her altogether. I liked the ship very well, but I did not like the owner."

Bill, who was all attention, put down an eight below the sixteen.

"But you would be a young fellow then; I should think you would not be long out of ship."

"I got a ship directly and sailed for North America. Well, as it happened, we were waterlogged as we were on our way home. All hands took to the rigging, where we remained three days without a bite of anything, or as much as a drink. On the fourth day, got hold of a dead bird of some kind that was floating past—ate it, feathers and all. Well, I have not told you all hands died but myself, and the only way I could keep myself alive was by sucking the grease out of the ropes. I knocked about the rigging for a month. At last I was picked up by an American vessel and taken to America. The Americans used me very well, so I traded backward and forward among the American ports for a long time."

"How long do you suppose you were in America altogether?"

"I was away ten years from the time of leaving home."

"Didn't you go into the Greenland trade after that?"

"No. It was not till sometime after. I was on board of a man-of-war before I was in the Greenland trade. Somehow or other the press gang got scent of me. A good run we had. I was nimble on my feet then. If I had not slipped and fallen souse into an ash midden I believe they never would have taken me; but take me they did. Well, I was seven years in his majesty's service, and I liked the service very well; but one day the captain and I had a few words, and I said to myself, 'the sooner we part company the better, old fellow.' So I ran away; it was in the West Indies. I knew they would all be after me, so I got myself stowed into a hogshead of sugar and sent aboard a merchantman, and got clear off that way."

Bill, who was listening in silence, put down "On board a man-of-war seven years."

"Then did you get home all right?"

"Yes, and then I went to Greenland. My eyes, what sport we had there the first ten years I was in the trade. I was there that year when there wasn't a whale to be seen, and we loaded the ship with seals. A weary job we had. The ice was short and hummicky, and the seals were as shy as foxes. Somehow we always found one or two fellows who'd been fuddled, may be, the night before that forgot the way into the water When the brutes make a dive they are out of sight in a minute."

"How long were you in the Greenland trade?"

"I was nineteen years, altogether. Then I fancied I would like to be in a warmer climate, so I got into an East Indiaman and traded to the East Indies for a long time."

"How long do you suppose?"

"About thirteen years. At last the ship was taken by pirates and most of the crew had to walk a plank. Only three of us saved our lives by consenting to be pirates with the rest. I never liked a pirate's life; so one day when we were ashore on a large island, watching, I took leg-bail and ran away. I'd been with them three years, which was quite enough. Well, I got among the natives of the place, who were mighty kind in their way, and, as I was a brisk young fellow, I wasn't long in finding a wife among them, so I lived there just like a savage for sixteen years; for there was no chance of getting away, and it was just as well to make myself happy. But at last an English ship put in for water, and the longing came over me to get back to my native land, so I smuggled myself on board just as she was ready for sea, and glad I was that my wife didn't follow me."

"Did you get home all right and tight?"

"All right and tight, boy!"

"Then I suppose you would not lay up any time at home?"

I didn't lay up at all. When I got home I found my brother had gone to America, so nothing would serve me but I would go to seek him, as I had not seen him for a long time. So I got a ship and off I went. But I never saw him from that day to this, although I wandered through America five years, seeking him. I turned tired of wandering and got into a little vessel trading between Prince Edward's Island and the mainland, and I traded in her for ten years, ten long years, I can assure you."

"Put down sixteen, Bill," whispered one, and the number was put down.

"Then how long was you in the Arethusa?"

"Eight years."

"Haven't you been a long time in the coal trade?"

"I was thirty years in the coal trade, before I went to China."

"How did you like the China trade?"

"I liked it very well. I was only in it about five years. After that I got into the Baltic trade. I was seven years in it; but I tired of it, so I got a ship and went off to the West Indies, where I was put ashore, sick, and lay in the hospital for three years. When I did get better I was a better man than ever, so I started negro driving on a plantation, where I whipped the poor fellows on for nine years, till at last the old fit came on me, and I would be off to sea again."

"Was that before you were captain of the old Clinker?"

"Yes, that was before I got to be captain of the Clinker."

"Weren't you a long time captain of the Clinker?"

"I was captain of the Clinker for nineteen years. I was captain of her till she was lost in the Gunfleet Sound. It was as much as we could do to save our lives that time."

"What ship was it you lost in the Swinver?"

"That was the Peggy. I was a long time in her, both mate and master. I was four years mate and eight years master."

"How long is it since the Peggy was lost?"

"Let me see. It will be fourteen years since the Peggy was lost, just fourteen, exactly—"

"Then you must be a good old fellow, now?"

"Aye! I am a good old age now, you may depend."

"See what age he is there, Bill, will you?"

Bill, who had been listening in the background and taking notes on the lid of his chest, proceeded to read the following items:

	Years.
Went to sea in the Arethusa when	16
In the Arethusa	8
In America	10
On board man-of-war	7
In Greenland trade	19
In East India trade	13
Among the pirates	3
Among the savages	16
Traveled in America	5
Traded in Prince Edward's Island	10
In the coal trade	30
In the China trade	5
In the Baltic trade	7
In the Hospital	3
Negro driver	9
Captain of the Clinker	19
In the Peggy	12
Since the Peggy was lost	14
Total	206

"Then you are two hundred and six years old," said Bill, with a chuckle.

"Bravo!" said Tom, "there's not a man like him in the fleet." J. W. H.

The smallest steam engine in the world is now claimed by the Toronto Globe to be a production of a resident of Arkona, Canada. The Globe says: "The dimensions of this miniature affair are as follows: Diameter of cylinder, 1/2 of 1-16 of an inch; stroke, 1-32 of an inch; weight, 1/8 of a grain; bore of cylinder, of .3125 of a square inch; revolution, .1760 per minute: horse power, .12490 parts of a horse power. This engine is so small that it can easily be covered with the case of a 22-calibre cartridge.

Captain Ira B. and Mrs. Mansfield, and Captain C. M. and Mrs. Smartwood, intend making a visit to Lorain, Ohio, where they will spend a couple of weeks.

ARE REPUBLICS UNGRATEFUL?

LOCKPORT, N. Y., February 9.

Editor of the Marine Record:

Is it true that Republics are ungrateful? It would seem that it was so in the case of poor John Fitch. The fruits of his inventions are now enjoyed by the whole world. Yet, in his lifetime, he was looked upon as a crank, but his predictions have all proved true. Like John Fitch, I have given my life in developing great improvements, the counterpart of that of John Fitch. He was working for a motor. I am, and have been for over fifty years, working for a double motor, and a philosophically safe hull to put them on. I have had these perfected for over twenty-five years and have tested every principle pertaining to them. I will predict that in twenty-five years from now there will be thousands of flying palaces on the ocean as comfortable as a palace on the land. Sea sickness and bad ventilation will become unknown. Rolling, pitching, or being swept with the waves, or loaded down with ice, will be no more, with the safety ships of that day. These predictions promise so much, notwithstanding all has been clearly proved, that I have been many times called a crank in my predictions. I have faith to believe that the time is not far distant when my appeal to Congress will be heard, and that a board of scientists, such as we have in our schools, to apply the touchstone of science to my theories, to prove their truth, will be granted. It is now nearly twenty-four years since I forwarded to the Navy Department information in relation to my theories, and a plan. But the flood gates, both of speculators and the naval constructors, were opened wide on them and prevented their being built from. As war ships they will be vastly superior to any yet built. Who could have disputed the principles and advantages advanced by John Fitch, and the necessity for them? Who can, or does, dispute the principles that I advance and the advantages they will give to the world, or the need for them? No one can. No arguments can be produced against them. They are as immutable as science itself. It is now winter, the time of great suffering on the ocean. Daily reports come to hand of vessels being loaded down with ice, so much with some of them that the crews are obliged to abandon them. A waterlogged vessel in warm weather, which can float, is bad enough, but a vessel which has become so loaded with ice that she can not be managed and the waves beat over her is most horrible. Some years ago I saw, at Boston, a schooner which had been picked up outside by a tug and towed in. Her bulwarks were full, even with the rail, with ice; the whole length of the rigging and rails were an immovable mass, and her shrouds, for many feet up, was a solid mass of ice. The crew had managed in some way to keep her forecastle scuttle open. This was the only possible entrance to the vessel open. This brings the picture home to the imagination. It is a truth which no one can dispute, that if no water can fly over a vessel no ice could accumulate. Such is the safety ship. It is not possible for spray to fly over her. The question will be asked, "How can it be prevented? What are the principles which will prevent it?" There is but one principle to prevent it, and that is rightly located buoyancy, so formed and shaped that spray can not be created by the vessel. A case in point, the bark Investigator, which arrived in New York on Sunday last: Her captain is reported to have said that his vessel "worked frightfully and became badly iced up. I think if my craft was laden with a heavy cargo, or anything else but empty petroleum barrels, it would have been the last of us." This is a plain case and clearly proves that buoyancy saved the vessel. But as light as she was they suffered much. Her captain says: "For the last six days of the passage occurred terrific northwest gales which at times broke over the vessel." No man can now dispute the point or fact that a vessel which no waves can break over, or spray arise from her motion or the motion of the waves, would prevent much disaster and be of great value, both for safety and economy. But such is the fact, and I have the principles which will produce a vessel competent for the work in theory, and have them all proved true, practically. In a war-like view, or standpoint, these theories will build the acme ship, and the turret gun that I had in my plan at Washington in 1861 will, when it goes into use as I had it, prove to be the best possible defense for a ship, and for land use. Lamented General Sumner was one of my best and most intimate friends, and long before the war I often talked over with him a plan I had for a field turret gun. He approved of the plan and saw its possibilities. It was a great misfortune sending him to California the first year of the war. Had he been home I have not a doubt but he would have had several of these guns made. They were both for the defense of a line from attack and to fall behind in case of a retreat. If we had been provided with a few of these at the battle of Bull Run, (I had made efforts to that end.) it would not have been so disastrous and our army would not have been broken up, and the rebels could not have advanced beyond them. I do not think it, at this time, policy to give a clear illustration in detail of the plan. I reserve it for the consideration of a scientific board and for our country when she needs it. It would not be possible to take these guns with infantry, or cavalry, or ordinary field guns. As I had it, the whole thing was portable. But if put up permanently it could be made strong enough to resist the heaviest guns. This turret gun will be our national defense. I am, beyond a doubt, its inventor. I had it many years before the war. But, be that as it may, I was the first to call attention to it, by a plan. And from that plan it went into practical use. But its best points have not been reached, both for naval and land use. Print the above facts so that they can reach our national departments and Congress. I again say that too much has been attempted without due consideration, and without the ken of science. Appeal to Congress to appoint a board of scientist, the only legitimate guides for it. Experts are of no account without the aid of science.

Yours truly,

JOSEPH W. NORCROSS.

ABOUT AUXILIARY SAILS.

The following letter appears in a recent number of the New York Maritime Reporter, to which we hope Mr. Norcross will reply at an early day, or as soon as his interests will permit:

To the Editor Maritime Reporter:

In your issue of the 24th inst., you publish a very interesting letter from John W. Norcross, copied from the MARINE RECORD of the 15th on the subject of auxiliary sails.

Many of our first class yachts, under favorable circumstances, attain a speed of 12 to 14 miles per hour, with the wind on the beam and with masts stepped over the keel or center of the vessel. If setting these sails on the weather side, the above ratio of increase noted be added to their present speed, it would give them a speed of from 18 to 24 miles per hour, and would set at rest all doubts of retaining (for at least one more season) the cup so gallantly won from the fleet of English yachts by the America, also give encouragement to thousands of owners of sailing vessels, who have within the past few years witnessed great and invaluable improvements made in the economic handling and speed of steam vessels; whilst there has been no corresponding development of those qualities in our sailing vessels since the advent of the world renowned yacht America and clipper ship Flying Cloud.

Now, Mr. Editor, I trust Mr. Norcross will give in an early number of your valuable journal a full description of the vessel he sailed on this occasion, including the manner the sails were bent, set, and secured when set on the weather side, as well as when set on the lee side, also inform us that when upon tacking ship, or by a sudden change of wind the sails set on the windward side are found to be on the lee side, what rigging or device he uses to transfer them from the lee side to the weather side without loss of time, or headway. Are the masts placed (as at present) over the line of the keel, in the center of the vessel, or on the sides. If on the sides, how are they stayed on the weather side, especialy on sea-going vessels, so as to insure safety when rolling heavily, and other particulars that he may deem of interest; for, having had a practical experience of many years in sailing nearly all classes of fore-and-aft and square-rigged vessels, I naturally take deep interest in every change of hull, rig, device or discovery that promises to be of benefit to owners, masters, or seamen, of sailing vessels.

SAM'L G. FAIRCHILD.

The Canadians are now afflicted with the "quick trip to Europe" craze. At first glance their scheme seems the best yet, for it looks like a three days to Europe trip. But the plan is no more brilliant than others when considered in detail. A gigantic railway scheme is on foot in Canada, which, it is said, may revolutionize the American-European traffic, both as regards passenger and freight business, if it can be carried to a successful issue. This scheme, which is proposed by the Canadian Pacific railway, is the construction of a railway from Quebec, along the northern shore of St. Lawrence river to some point on the east coast of Labrador, to connect with steamships for ports in Europe. The ocean voyage between America and Europe, would in this way be reduced to three days, and steamships would only be out of sight of land for one complete day. By traveling 800 miles northeast of Quebec a point of land would be reached that would be about half as far from Liverpool as New York is. A man could get into a palace car at New York or Boston Monday morning, take the European steamer on the Labrador coast Tuesday night, and reach Liverpool Friday evening. But will the man covet the long railway journey, when he can take a fast steamer at New York and voyage in comfort?—*Maritime Register.*